



NAT - CAP NAVIGATOR



NATIONAL CAPITAL WING, CIVIL AIR PATROL, BOLLING AFB, WASH. DC. 20332-5000

VOLUME II ISSUE II

SEPTEMBER, 1987

WHO'S WHO IN THE WING

National Capital Wing Headquarters is fortunate to have as its members some of the most highly trained and dedicated Air Force auxiliary in the nation. This diverse group of individuals bring to the organization years of experience from all walks of life: including public service, education, the clergy, business, industry and active military. Nearly every member of the National Capital Wing staff has served in a position of authority at the squadron level, and many served at the group level when National Capital Wing was so structured.

"Who's Who in National Capital Wing was compiled to document the accomplishments of the outstanding men and women who helped make this organization the success it is today. Although not all inclusive, this publication will convey to its readers the fact that National Capital Wing personnel are among the finest in the United States Air Force Auxiliary today."



WHO'S WHO

NAME:	ROBINSON, COSTELLO N.	NAME:	MCINTOSH, GORDON W.
RANK:	LT. COLONEL	RANK:	MAJOR
CAPSN:	577441637	CAPSN:	386680030
	COMMANDER		
POSITION:	NATIONAL CAPITAL WING	POSITION:	CHIEF OF STAFF
JOINED	1950	JOINED	
CAP:		CAP:	1971
TECH RAT:		TECH RAT:	AEROSPACE EDUCATION CADET PROGRAMS
SEN RAT:		SEN RAT:	FINANCE CADET PROGRAMS AEROSPACE EDUCATION
NAS RAT:	PERSONNEL ADMINISTRATION CADET PROGRAMS	NAS RAT:	CADET PROGRAMS
STAFF		STAFF	
POSITIONS		POSITIONS	
HELD:	DEPUTY WING COMMANDER CHIEF OF STAFF EXECUTIVE OFFICER	HELD:	DIR. EMERGENCY SERVICES SQUADRON COMMANDER LEADERSHIP OFFICER
MISSION		MISSION	
RATINGS:	OBS ADM	RATINGS:	GRT - COMM BRIEF - DEBRIEF GROUND OPS - SCANNER



WHO'S WHO

NAME: BALLENGER, DERRILL W. **NAME:**

RANK: MAJOR

CAPSN: 511462326

POSITION: COMMANDER, MT. VERNON
COMPOSITE SQUADRON

**JOINED
CAP:** 1977

TECH RAT: COMMUNICATIONS

SEN RAT: COMMUNICATIONS

NAS RAT: COMMUNICATIONS

**STAFF
POSITIONS
HELD:** SQUADRON COMMANDER
DEPUTY COMMANDER
SUPPLY OFFICER

**MISSION
RATINGS:** GRT
COMM

NAME:

RANK:

CAPSN:

POSITION:

**JOINED
CAP:**

TECH AT:

SEN RAT:

NAS RAT:

**STAFF
POSITIONS
HELD:**

**MISSION
RATINGS:**

ALLEN, ROBERT L.

LT. COLONEL

197209152

DISASTER PREPAREDNESS
OFFICER

1975

AEROSPACE EDUCATION
INFORMATION OFFICER

INFORMATION OFFICER

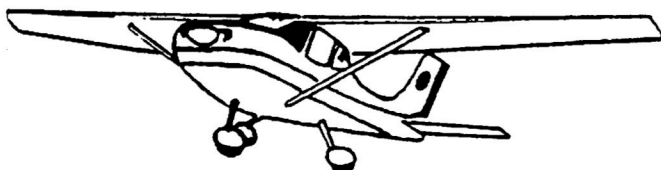
INFORMATION OFFICER

AEROSPACE EDUCATION
OFFICER

INFORMATION OFFICER

DISASTER PREPAREDNESS
OFFICER

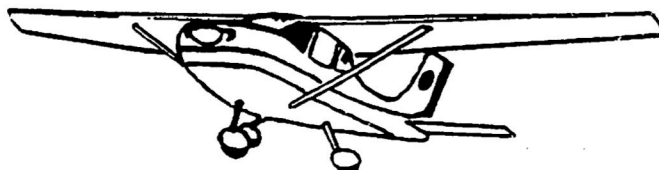
OBS
COMM
PAO



WHO'S WHO

NAME: GILLIS, STEPHEN C.
RANK: LT. COLONEL
CAPSN: 217465074
POSITION: WHEATON-SILVER SPRING
SQUADRON COMMANDER
JOINED
CAP: 1960
TECH RAT:
SEN RAT:
NAS RAT: PERSONNEL
OPERATIONS
FLIGHT OPERATIONS
CADET PROGRAMS
STAFF
POSITIONS
HELD:
MISSION COMM
RATINGS: FLTOPS
MSN PILOT

NAME: THOMAS, LOUIS C.
RANK: CAPTAIN
CAPSN: 264560974
POSITION: FLIGHT OPERATIONS
OFFICER
JOINED 1984
CAP:
TECH RAT: COMMUNICATIONS
OPERATIONS
FLIGHT OPERATIONS
SEN RAT: FLIGHT OPERATIONS
OPERATIONS
NAS RAT: FLIGHT OPERATIONS
STAFF
POSITIONS FLIGHT OPERATIONS OFFICER
HELD: FLYING SAFETY OFFICER
AIRCRAFT MAINTENANCE
OFFICER
MISSION
RATINGS: OBS - MSN PILOT
FLTOPS - FLTLINE
BRIEF - DEBRIEF



WHO'S WHO

NAME:	MCCONNELL, FRANKLIN J	NAME:	SMITH, RICHARD LEE
RANK:	MAJOR	RANK:	MAJOR
CAPSN:	212716548	CAPSN:	525588881
POSITION:	DIR. WING EMERGENCY SERVICES	POSITION:	ASST DIR. WING SAFETY
JOINED CAP:	1972	JOINED CAP:	1978
TECH RAT:	CADET PROGRAMS	TECH RAT:	SAFETY PUBLIC AFFAIRS
SEN RAT:	CADET PROGRAMS	SEN RAT:	FINANCE SAFETY ADMINISTRATION
NAS RAT:	CADET PROGRAMS	NAS RAT:	SENIOR PROGRAMS
STAFF POSITIONS HELD:	EMERGENCY SERVICES OFFICER TESTING OFFICER CADET DEPUTY COMMANDER	STAFF POSITIONS HELD:	ADMINISTRATIVE SENIOR PROGRAMS PERSONNEL
MISSION RATINGS:	ASC, CTL, CO GO, GTM, GBD	MISSION RATINGS:	DIR. OF SAFETY (MAINE) ASST. DIR OF SAFETY (MAINE) ASSISTANCE PUBLIC AFFAIRS

OBS
SAFE
PILOT



WHO'S WHO

NAME:	WREN, CHARLES E.	NAME:	MANN, CHAUNCEY E.
RANK:	LT. COLONEL	RANK:	CAPTAIN
CAPSN:	000331607	CAPSN:	226362813
POSITION:	DIR. WING SAFETY OFF:	POSITION:	WING AEROSPACE OFFICER
JOINED CAP:	1946	JOINED CAP:	1984
TECH RAT:	SAFETY	TECH RAT:	
SEN RAT:	SAFETY	SEN RAT:	
MAS RAT:	SAFETY	MAS RAT:	
STAFF POSITIONS HELD:	UNIT TRAINING & OPERATIONS UNIT COMMANDER GROUP COMMANDER	STAFF POSITIONS HELD:	
MISSION RATINGS:	PILOT	MISSION RATINGS:	

**WEAR YOUR UNIFORM
PROUDLY and PROPERLY**

WHO'S WHO

NAME:	SUTHERLIN, BETTY L.	NAME:	CARR, JAMES D.
RANK:	CAPTAIN	RANK:	MAJOR
CAPSN:	215468978	CAPSN:	215463026
POSITION:	WING NEWSPAPER EDITOR	POSITION:	WING STAFF INSPECTOR
JOINED CAP:	1982	JOINED CAP:	1972
TECH RAT:	FINANCE CADET PROGRAMS ADMINISTRATION	TECH RAT:	COMMUNICATIONS TRANSPORTATION OPS
SEN RAT:	FINANCE	SEN RAT:	INSPECTION COMMUNICATIONS OPS
NAS RAT:		NAS RAT:	INSPECTION COMMUNICATIONS OPS
STAFF POSITIONS HELD:	SQUADRON DEPUTY COMMANDER SENIOR PROGRAMS PERSONNEL	STAFF POSITIONS HELD:	ASST WING INSPECTOR SQUADRON COMMANDER DEPUTY COMMANDER FOR SENIORS
MISSION RATINGS:	PAO	MISSION RATINGS:	OBS GRT - BASE COMMANDER COMM - GROUND OPS

**WEAR YOUR UNIFORM
PROUDLY and PROPERLY**

WHO'S WHO

NAME: SNODDY, JULIUS H
RANK: CAPTAIN
CAPSN: 579121642
POSITION: SQUADRON COMMANDER
 EAST CAPITOL
**JOINED
CAP:** SAFETY OFFICER
 OBSERVER
TECH RAT:
SEN RAT:
NAS RAT:
**STAFF
POSITIONS
HELD:**
**MISSION
RATINGS:** OBS
 FLTLINE

NAME: BUTLER, ROLAND
RANK: MAJOR
CAPSN: 57742473
POSITION: DIR. SENIOR PROGRAMS
**JOINED
CAP:** 1978
TECH RAT: COMMUNICATIONS
 SENIOR PROGRAMS
SEN RAT: COMMUNICATIONS
 SENIOR PROGRAMS
NAS RAT:
**STAFF
POSITIONS
HELD:** COMMUNICATIONS
 SENIOR PROGRAMS
**MISSION
RATINGS:** DIR. SENIOR PROGRAMS
 ASST. DIR. SENIOR PROGRAMS
 SQUADRON COMMANDER



WHO'S WHO

NAME: LEMIEUX, JOSEPH D

RANK: LT. COLONEL

CAPS:

POSITION: LIAISON OFFICER

**JOINED
CAP:**

TECH RAT:

SEN RAT:

NAS RAT:

**STAFF
POSITIONS
HELD:**

**MISSION
RATINGS:**

NAME: NIKSICH, T. M

RANK: TSGT, USAF

CAPS:

POSITION: LIAISON NCO

**JOINED
CAP:**

TECH RAT:

SEN RAT:

NAS RAT:

**STAFF
POSITIONS
HELD:**

**MISSION
RATINGS:**



From the Commander



GETTING ALONG WITH PEOPLE

Then there's cooperativeness -- the ability to work as a loyal member of the team. This is a quality that I rate almost as important as the "capacity for taking infinite pains." There is no room in Civil Air Patrol for the lone-wolf executive -- the self-centered type person who thinks of No. 1 first, last, and all the time. He or she may flash brilliantly for a while, but his or her star will not be in the ascendant for long. Civil Air Patrol is like a group enterprise, and it demands the best efforts of everyone of its members working in unison, like an orchestra, if it is to stay ahead and reach its goals.

Someone rather aptly described cooperativeness as "not so much learning how to get along with others as taking the kinks out of yourself so that others can get along with you." You'll undoubtedly come across lots of people in Civil Air Patrol whom you may not particularly like -- perhaps some whom you may even cordially dislike. You may possibly find them in your own company ranks; we nearly all do!

But if we allow ourselves to base our cooperativeness upon our likes and dislikes, we are putting ourselves first and the interest of Civil Air Patrol second. No loyal member can afford to do this, because so far as his/her work for his/her unit is concerned, his/her unit's interests must transcend his/her own.

There's no reason why we need to mingle in our off-hours with persons we don't care for; but so long as we are on the job, it's a part of that job to be a willing and cooperative teamworker.

In Civil Air Patrol, as in sports, it takes teamwork to reach goals. And other people won't help us reach our goals unless we help them reach theirs.

From the Commander



The success of your unit is a matter of how well all members of the team work in harmony to help their unit reach its goals. Obviously no unit can be fully successful if there is internal dissention and bickering; too much energy that should go into constructive purposes is wasted on negative or destructive activities. It is like a man who is at war with himself: he is drained of his energy before he has a chance to devote it to its proper purpose.

Perhaps we can all profit by the advice of one business consultant, who has cautioned: "No rewards are handed out for cooperating merely with the people we like. It's cooperating with the stinker that counts."

I'm afraid you'll come across more than one "stinker" in your every day life. You'll just have to remind yourself that if the world were made up of people with the dispositions of angels, there would be no problems -- and it's the problems in life that make it challenging and so keep it interesting.

Knute Rockne, sometimes called the greatest football coach who ever lived said, "A football team is like a fine watch -- all precisioned. If one small part is not working in harmony, the watch falls to function properly."

The same holds true for the commander of a unit. Like the coach of a football team or the maker of a watch, the unit commander has the responsibility for making his unit -- as well as himself -- function in harmony with the rest of the organization.

FROM THE SAFETY CORNER

On first glance it may not appear to be a safety matter so let's take a closer look at CAP Form 60. EMERGENCY NOTIFICATION DATA. Anytime you participate in a sarcap or redcap your first action upon arrival at the mission command base is to sign in. The second action should be to give the administrative officer your completed CAP Form 60. The CAP Form 60 provides Personal Information, Civil Air Patrol Unit Information, Person to Notify in Case of emergency, and Emergency Medical Data. The Personal Information tells who you are and where you live, the Civil Air Patrol Unit Information tells the unit you belong to, the unit commander's name and how to contact the commander. The Person to Notify in Case of Emergency and how. This can become a very important item should you be injured and non-responsive. This is the person that should give authorization for treatment, if necessary. The Emergency Medical Data provides your physician's name, how to contact the physician, your blood type and any pertinent Medical Data.

The CAP Form 60 is important should you become involved in a mishap and need medical attention. Don't rely on a member friend to provide the information because they may not be at this activity, available, or really know the necessary information.

Preventing a mishap is best but mishaps do happen providing additional opportunities for additional harmful incidents, such as administering the wrong medication.

Time maybe of the essence so be prepared, complete a CAP Form 60 and file it with the mission administrative officer, your life may be at stake.

When you leave the mission, sign out and retrieve your CAP Form 60.

PROMOTIONS

THE FOLLOWING SENIORS WERE PROMOTED IN THE NATIONAL CAPITAL WING DURING THE QUARTER:

NAME	RANK
ANDERSON, RUTH A	2LT
ANDERSON, ROBERT D.	LTC
HARRIS, DELORES C.	1LT
JENKINS, RAYMOND R.	2LT
LERCHEN, FRANK H. JR.	LTC
LINCOLN, CHARLES T.	MAJ
MANN, CHAUNCEY E. JR	CPT
MCMANUS, ROBERT A	CPT
NORWOOD, BETTY R.	CPT
PRANGE, ROBERT S.	CPT

AWARDS

THE FOLLOWING SENIOR MEMBERS RECEIVED AWARDS DURING THIS QUARTER:

MERITORIOUS SERVICE

AVATAR, SUNDIATTA
HUMPHRIES, SHELIA

COMMANDERS COMMENDATIONS

AVATAR, SUNDIATTA

PAUL E. GARBER
EDWARD, LACY

GILL ROBB WILSON
AVATAR, SUNDIATTA



THINGS TO COME

In the next few weeks we will update the aircraft with some new features. During our last pilots' meeting, we discussed the importance of leaning the mixture during flight. For this engine, I cannot emphasize that enough. For continued good engine performance and engine upkeep, it is highly recommended to lean the mixture in flight when the checklist does not require it otherwise. To help you to do this an EGT Gauge will be installed. Follow the aircraft handbook recommended procedures. Also, to reduce the wear and tear on the engine during the winter months, two new features will be added-- an engine heating system (E-Z heat) and the one cylinder primer system will be replaced by a three cylinder primer system. If you've noticed, this engine had a tendency to stall out after the initial start because of fuel starvation if you didn't continue to use priming or throttle application. With this and the engine heater, it should start much easier and reduce the wear and tear on the engine and starting system. It is still important to pull the prop through several timings prior to starting at any time the aircraft sits for long periods. Please take appropriate caution IAW, the aircraft manual when doing this. A new clock, yes, now you have a working clock--digital, stop clock, etc. Use with care.

LOVE AND TENDER CARE

With over 30 different pilots flying our aircraft, I don't think anyone would argue that it will take everyone's attention to keep it in top running condition. If something doesn't work at first--"be gentle"! -- don't treat it like a pop machine that just took your last quarter. Our armrests have been treated just like that, especially on the copilot side. Take a look next time you fly it. The doors don't have to be slammed like some do, and there is also a door handle to use to close it, not the armrest! I guess I would just ask you to dream that it is yours and treat it like it was your new car, i.e. How often do you check your tire pressure? I have found the nose tire over ten pounds low several times--if you note, the left side of it (looking head-on) is wearing unevenly from under inflation. Come to our next training mission (USAF Eval) on 10 October 87 -- I'll be the Flight Line Officer and will gladly cover any of these areas with you as we prepare the flight line for the mission.

See you then, or around the hangar. Until our next newsletter, thanks for your support.



UPDATE

To date we have flown 55.2 hours this quarter (July-Sept) which is not bad considering the number of weather weekends we have had--during our current rainy season. However, with only two weeks to go, it is doubtful that we will reach our 75 hour goal. We have had much better flying weather during the week, and last month I made a pitch for doing more scheduling after work while we still have a lot of day light hours. During the next couple of months that will improve also, since the late afternoon thundershowers should be decreasing. Remember--our 60-1 minimums (three landings and two hours in the last 60 days), are just that, minimums, and they may keep you current but not proficient.

ITEMS OF INTEREST

I'm sure everyone has an interest in insurance coverage and if you haven't read CAPR 900-5 and 900-6, it would behoove you to do so. In fact, if you have read it, do it again. There are many aspects that are not clearly understood about the Hull Self Insurance (HSI) and Liability coverage. I don't intend to cover it in this newsletter, but to peak your interest, consider the following:

- you must be on official CAP business or activity, the importance of obtaining a CAP activity number.
- does not shield you from pecuniary liability for damages to an aircraft due to gross negligence, i.e. CAP retains the right to recover from negligent members or third parties.
- does not cover personal property in custody at the time.
- when loss occurs, you must protect the aircraft from further losses or be liable.
- CAP HSI is in excess of other valid and collectable property insurance, i.e., if the pilot is covered by nonowner HSI, that is the primary coverage.
- exclusions:
 - loss when airworthiness certificate is not valid.
 - loss when not properly certified IAW FAA and CAPR 60-1, i.e., license, medical, etc.
 - loss when not properly released IAW CAPR 60-1, i.e., obtaining a release number and providing current currency data.

**MIDDLE EAST REGION
CONFERENCE
18-19-20 MARCH 1988**

Commander.....LtCol Costello Robinson
PAO Director..1stLt Robert A. McManus
News Editor..Capt. B. L. Sutherlin

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